COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

This instruction implements Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and Air Force Policy Directive (AFPD) 11-4, *Aviation Service*. It establishes standards for qualification, mission qualification, continuation, and upgrade training for aircrew members operating the PC-12 and U-28 aircraft. This instruction is not applicable to Air National Guard (ANG) units. This instruction is applicable to the Air Force Reserve Command (AFRC). Major Commands (MAJCOM)/Direct Reporting Units (DRU)/Field Operating Agencies (FOA) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to Headquarters United States Air Force (HQ USAF)/A3O-AI, through Headquarters Air Force Special Operations Command (HQ AFSOC)/A3TA, for approval prior to publication in accordance with (IAW) AFPD 11-200, paragraph 4.2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/A3O-AT, HQ AFSOC/A3TA, the user MAJCOM/DRU/FOA offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **Note:** The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. For guidance on submitting comments, suggesting improvements and keeping supplements current see AFI 33-360, *Publications and Forms Management*.

This instruction requires the collection, maintenance, or dissemination of information protected by the Privacy Act of 1974. When personal information is collected, personnel will be provided with a Privacy Act Statement. Authorities for maintenance of this system are Title 37, U.S.C.

301a, Public Law 92-204, Public Law 93-570, Public Law 93-294, DODI 7730.57, *Aviation Incentive Pays and Continuation Bonus Program*, and E.O. 9397. The Privacy Act System of Records Notices F011 AF XO A, *Aviation Resource Management Systems* (ARMS), applies and is available at **http://privacy.defense.gov/notices/usaf**/. The Paperwork Reduction Act of 1995 as amended in 1996, and AFI 33-360, *Publications and Forms Management*, affects this instruction. Also, in accordance with the Paperwork Reduction Act and DoD policy, reports of information collections that is collected and/or is compiled and transmitted from the general public must be cleared and licensed by Office of Management and Budget prior to collection. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records,* and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) maintained in the Air Force Records Information Management System (AFRIMS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**.

Recommendations for improvement to this instruction are encouraged. Refer recommended changes and questions about this publication to HQ AFSOC/A3T using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional's chain of command.

SUMMARY OF CHANGES

This document has been revised to reflect appropriate tier waiver authority in accordance with AFI 33-360, *Publications and Forms Management*, Table 1.1. (Tier Waiver Authorities) and requires a cursory review. A margin bar (|) indicates newly revised material.

Chapter 1

POLICY

1.1. General. This instruction implements AFI 11-202V1, *Aircrew Training*, and provides for training management of PC-12 and U-28A aircrew members. Training policy, guidance, and requirements are set forth for each phase of aircrew training. Training is designed to progressively develop the combat readiness of each aircrew member, while maintaining previously acquired proficiency.

1.1.1. Qualification Training (**Chapter 2**) qualifies aircrew members for basic, nontactical aircrew duties.

1.1.2. Mission Qualification Training (**Chapter 3**) qualifies aircrew members in an assigned crew position for a specific aircraft, to perform the command or their unit mission.

1.1.3. Continuation Training (**Chapter 4**) provides the capability for aircrew members to reinforce and build upon previous training and conduct Air Force Task List (AFTL), United States Special Operations Command (USSOCOM) Joint Mission Essential Task List (JMETL), and MAJCOM Mission Essential Task List (METL) based, combat-oriented aircrew training.

1.1.4. Upgrade/Specialized Training (**Chapter 5**) certifies mission pilots as aircraft commanders (AC) upgrades aircraft commanders and Combat System Operators (CSO) to instructor and flight examiner status. It also provides aircrew members training leading to special mission event qualification or certification.

1.2. Training Objective. The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness, facilitating immediate and effective employment in exercises, contingencies, limited war, and general war operations.

1.2.1. The training program must train aircrew in the skills, knowledge, and attitudes (SKA) required in accomplishing assigned missions. Regulatory/directive and authoritative sources of required information include but may not be limited to AFI 11-202V3, *General Flight Rules*, MAJCOM guidance, Mission Design Series (MDS)-specific instructions, Federal Air Regulations (FARs), International Civil Aviation Organization (ICAO), Standards and Recommended Practices (SARPs), Flight Information Publication (FLIP), Foreign Clearance Guide (FCG), Notice to Airman (NOTAMS, Technical Orders (T.O.s), and Air Traffic Control (ATC) instructions. This document is the primary source of combat aircraft fundamentals and field training unit (FTU) mission qualification courseware and instruction.

1.2.2. Command Relationship. Headquarters Air Force Special Operations Command (HQ AFSOC), in coordination with United States Special Operations Command (USSOCOM), will establish and supervise an aircrew-training program consistent with the policies and requirements of this instruction.

1.2.3. The HQ AFSOC/HQ Air Combat Command (ACC) Memorandum of Agreement (MOA) outlines the inter-command relationships and responsibilities regarding operations at the AFSOC Detachment of the United States Air Force Weapons School (USAFWS).

1.3. Responsibilities: AFSOC/CC is responsible for overall management of Air Force flying training programs supporting Air Force Special Operations Forces (AFSOF) and USSOCOM. AFSOC is designated as the lead command for this Mission Design Series (MDS).

1.3.1. HQ AFSOC/A3 is the focal point for all formal aircrew training management and is responsible for formal school training matters such as curriculum, standardization of training programs, and flying hour management. HQ AFSOC/A3 may issue updated mission continuation training guidance via Ready Aircrew Program (RAP) Tasking Memorandum (RTM) as necessary to OG/CCs for implementation.

1.3.1.1. HQ AFSOC/A1/A3/A4/A5/8/9/FM will coordinate activities to ensure adequate resources are available to support aircrew training programs.

1.3.2. HQ AFSOC/A3T is responsible for the oversight of PC-12 and U-28A formal school training programs. The Air Force Special Operations Training Center (AFSOTC) is responsible for the development and execution of the formal school training syllabi and Programmed Flying Training (PFT). The 5th Special Operations Squadron (SOS) and 19th SOS are responsible for conducting initial qualification, requalification, upgrade, and simulator refresher training for PC-12/U-28A aircrew per this instruction, and *Education Training Course Announcements* (ETCA).

1.3.3. **HQ AFSOC/A3T Responsibilities.**

1.3.3.1. Oversee all PC-12/U-28A formal flying training and mission ready ground training events.

1.3.3.2. Monitor quality of training for PC-12/U-28A students.

1.3.3.3. Coordinate prerequisite waiver requests for all PC-12/U-28A aircrew training courses.

1.3.3.4. Determine student training quotas required to maintain adequate PC-12/U-28A crew force levels.

1.3.3.5. Allocate and monitor student quotas for aircrew training courses supporting PC-12/U-28A units.

1.3.3.6. Ensure Standardization/Evaluation (Stan/Eval) trend analysis data is incorporated into formal aircrew training course reviews and RAP Tasking Memorandum (RTM) development.

1.3.3.6.1. Review and approve syllabi for all PC-12/U-28A formal aircrew training courses. Conduct Formal Course Reviews (FCR) every 3 years.

1.3.3.6.2. Review trend data on an annual basis for FCR and RTM development.

1.3.3.7. Review and recommend changes to ETCA for all PC-12/U-28A formal aircrew training courses.

1.3.3.8. Attend annual PFT conferences, coordinate PFT issues, and monitor publication of PFT documents and subsequent revisions.

1.3.3.9. Validate Flying Hours Program required for all PC-12/U-28A aircrew training.

1.3.3.10. Monitor resources required to meet PC-12/U-28A aircrew training requirements and identify deficiencies in manpower, personnel, facilities, or training equipment.

1.3.3.11. Monitor graduate field evaluation programs per AFI 36-2201, *Air Force Training Program.*

1.3.3.12. Review and approve syllabi and training plans for all PC-12/U-28A unit developed aircrew training courses.

1.3.3.13. Manage the contractor support for PC-12/U-28A aircrew training devices and courseware.

1.3.3.14. HQ AFSOC/A3T will manage MDS simulator certification.

1.3.3.14.1. HQ AFSOC/A3T will produce a simulator event certification letter to delineate training that may be accomplished in specific Aircrew Training Devices (ATD).

1.3.3.14.2. HQ AFSOC/A3T will validate ATD suitability to credit simulator time for upgrade and experience levels.

1.3.4. **HQ AFSOC/A1 Responsibilities.**

1.3.4.1. Ensure aircrew meet appropriate formal school course prerequisites or possess an appropriate waiver prior to attending. Waiver authority is HQ AFSOC/A3.

1.3.4.2. Establish and maintain personnel assignment policies to provide quality aircrew instructor manning for AFSOC training programs.

1.3.4.3. Determine and validate manpower required to support PC-12/U-28A aircrew training programs.

1.3.4.4. Complete force level forecasts for the next Presidential Budget submission plus the next Program Objective Memorandum cycle. HQ AFSOC, in coordination with HQ Air Force Personnel Center (AFPC), will provide the projected number of assigned aircrew members for each time period, with corresponding authorizations and force turnover rates.

1.3.4.5. Determine and forward to Headquarters, United States Air Force (HQ USAF) required force structure data for computation of advanced student authorizations needed to support formal aircrew training schools.

1.3.5. **HQ AFSOC/A5/8 Responsibilities.**

1.3.5.1. Manage the acquisition and modification of PC-12/U-28A aircrew training devices and courseware.

1.3.5.2. Program sufficient funding to satisfy identified deficiencies in PC-12/U-28A aircrew training.

1.3.6. **Field Traning Unit (FTU) Responsibilities.**

1.3.6.1. Overall operation, logistics, and administration of PC-12/U-28A formal training courses.

1.3.6.2. Conduct and monitor PC-12/U-28A formal training to meet all course objectives and standards. This includes monitoring and adjusting syllabus content and quality as well as PFT quantity to produce crew members qualified to perform the mission. The periodic Training Review, FCR, and PFT Conferences are the primary conduits for significant changes.

1.3.6.3. Administer end-of-course critiques and field evaluation questionnaires. Forward a summary of all critiques and questionnaires to HQ AFSOC/A3T for review. Acquire feedback from HQ AFSOC/A3T to ensure formal school graduates meet unit requirements. (T3)

1.3.6.4. Maintain a class roster of student entries and graduates for each formal course. Award AF Form 1256, *Certificate of Training*, to graduates per Education and Training Course Announcements (ETCA). Maintain a record of certificates issued, to include graduate's name, rank, course completed, course number, dates of course entry and completion, and automated personnel data system course code. (T-3)

1.3.6.5. Prepare, review, and forward all syllabi to AFSOC/A3T (AETC/A3Z for AETC FTUs) for coordination. Syllabi will contain a brief summary of revised, deleted, or added material and a resource impact statement (flying hours, manpower, facilities, etc.). (T-3)

1.3.6.6. Recommend required changes to ETCA through appropriate channels to HQ AFSOC/A3T. (T-3)

1.3.6.7. Notify HQ AFSOC/A3T and gaining unit, in writing, when student graduation dates are extended 30 days past scheduled, or if students will graduate without completing all syllabus-training requirements. (T-3)

1.3.6.8. Prepare quarterly report of student training status and forward through appropriate channels to HQ AFSOC/A3T. (T-3)

1.3.6.9. Conduct an FCR every 3 years in conjunction with HQ AFSOC/A3T. (T-3)

1.3.7. **Wing/Group Responsibilities.**

1.3.7.1. By letter of appointment, should assign a minimum of one officer to work in the operations support squadron training office. The chief of the training section will be instructor qualified. Assign additional crew members as required. (T-3)

1.3.7.2. Develop programs to meet training objectives. Provide necessary staff support and assist subordinate units in management of training programs that meet unit needs. (T-2)

1.3.7.3. Attach each wing/group/Special Operational Support Squadron (SOSS) API-6 flyer to a flying squadron. (T-2)

1.3.7.4. Determine annual formal aircrew training quota requirements, submit quota requests to HQ AFSOC/A3T, and manage quotas allocated. (T-2)

1.3.7.5. Ensure subordinate unit training offices are trained in regulations, procedures, and other facets of job performance. (T-2)

1.3.7.6. Ensure RTM guidance implementation to include Aviation Resource Management System (ARMS) training profile updates and squadron dissemination. (T-2)

1.3.7.7. Ensure squadrons establish annual training plans, conduct quarterly training review boards, and identify crew members for upgrade. (T-2)

1.3.7.7.1. Ensure squadron Stan/Eval trend data and instructor feedback are reviewed at a group-wide level on a semiannual basis. Pertinent information from review will be disseminated to the individual squadrons for incorporation into squadron training plan. **Example:** applicable MC-130P Night Vision Goggle (NVG) takeoff and landing trends relayed to U-28A community. (T-3)

1.3.8. **Flying Squadron Commander Responsibilities.**

1.3.8.1. By letter of appointment, should assign a minimum of one officer crew member to work in the unit training office. The chief of the training section should be instructor qualified. Additional crew members will be assigned as required. (T-3)

1.3.8.2. Ensure RTM guidance implementation to include ARMS training profile updates. Ensure crew members complete in-unit ground, mission, and continuation training programs. (T-2)

1.3.8.3. Ensure adequate training continuity and supervision of assigned and attached crew members. Assign additional requirements based on individual crew members' experience and proficiency as necessary. (T-2)

1.3.8.4. Review training and evaluation records of newly assigned or attached crew members and those completing formal training to determine the necessary training required to assign the individual to a Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), or Mission Ready (MR) status. (T-2)

1.3.8.5. Before each semiannual training period, assign Flying Training Levels (FTLs) and levels of qualification (e.g., instructor) or certification (e.g., evaluator) to assigned and attached crew members (see **Chapter 4** for description of training levels). Assign training levels based on experience and aircraft proficiency. (T-2)

1.3.8.6. Establish annual squadron training plan. Any flying training that doesn't support AFSOC Mission Essential Taks Lists (METLs), unit mission essential tasks (METs), or formal school training should be questioned and reviewed. (T-2)

1.3.8.6.1. Conduct quarterly training review boards to monitor training, correct deficiencies and identify crew members for upgrade. (T-3)

1.3.8.6.2. Ensure Stan/Eval trend analysis data and instructor feedback are collected, analyzed and incorporated into the squadron training plan. (T-3)

1.3.8.7. Ensure supervisors complete the formal school post-graduate surveys IAW AFI 11202, Vol 1. (T-3)

1.3.8.8. Review qualifications and monitor training requirements for unit assigned flight surgeons IAW AFI 11-202, Vol 1 and applicable AFSOC guidance. (T-3)

1.3.8.9. Supplement this instruction (as required) and forward unit supplement to HQ AFSOC/A3T for approval. (T-2)

1.3.8.10. Submit squadron projected formal school flight training requirements annually to HQ AFSOC/A3T via AF Form 3933, *MAJCOM Mission Training Request*. (T-2)

1.3.9. **Unit Training Office Responsibilities.**

1.3.9.1. Manage unit training programs to ensure compliance with this instruction and applicable Air Force guidance on the training of aircrew members. (T-2)

1.3.9.2. Submit waivers IAW **Paragraph 1.6**, this instruction, and maintain a waiver tracking log. (T-2)

1.3.9.3. Monitor status of unit training. Ensure flight commanders or designated representatives monitor the quality of training being accomplished and identify training deficiencies to the training office. Report deviations and document significant trends affecting unit or individual training status to unit commanders and operations officers. (T-2)

1.3.9.4. Schedule and conduct required or directed training to ensure all crew members receive applicable ground training during eligibility periods. (T-2)

1.3.9.5. Fill allocated training quotas through appropriate channels. Submit nominees or return quotas to HQ AFSOC/A3T NLT 30 days prior to class start date. (T-2)

1.3.9.6. Conduct annual training reviews for all aircrew members. Coordinate with unit commander to ensure FTL appointment letter is updated prior to the beginning of the next training period. (T-3)

1.3.9.7. Submit all unit-developed training programs to HQ AFSOC/A3T for review and approval (except unit indoctrination). (T-3)

1.3.9.8. Maintain training continuity product detailing training office management. Maintain a copy of the unit training officer/noncommissioned officer (NCO) appointment letter in the continuity book and forward a copy to HQ AFSOC/A3T. (T-3)

1.3.9.9. Maintain and update unit training office self-inspection checklist. Conduct self-inspection IAW wing/group self-inspection program. A copy of the last two self-inspections and open discrepancy tracking sheets will be maintained in the unit training continuity book or through the use of the Management Internal Control Toolset (MICT) IAW AFI 90-201. (T-3)

1.3.9.10. Initiate, track, review, and close out aircrew training folders, forms, and career training folders IAW **Chapter 6**, this instruction. (T-3)

1.3.9.11. Track continuation training and notify individuals when currency is due within fourteen (14) days. Notify unit operations officer and commander on issues affecting readiness. (T-3)

1.3.9.12. Maintain training material and equipment for recurring ground training events. Periodically review ground training materials, tests, and computer based instruction for currency (not required when maintained by Wing/Group/SOSS). (T-3)

1.3.9.13. Coordinate with servicing Military Personnel Element (MPE) to ensure the individual acknowledges any Active Duty Service Commitment (ADSC) required for in-unit upgrade training and the ADSC is properly processed once training is complete (see **Paragraph 1.5**, this instruction). (T-3)

1.3.10. **Instructor Responsibilities.**

1.3.10.1. Be thoroughly familiar with all courseware and contents of the applicable attachments to this instruction for qualification, upgrade, and specialized training they are required to administer. (T-2)

1.3.10.2. Review the student's training records prior to performing each flight or training session. (T-2)

1.3.10.3. Conduct thorough preflight briefing and postflight critique. (T-2)

1.3.10.4. Ensure all required upgrade training items are completed and signed off only after the student demonstrates the required level of knowledge and proficiency. Complete and sign off all required training items prior to recommending the student for an evaluation or certifying the student in a maneuever or procedure. (T-2)

1.3.10.5. Each instructor aircrew member is responsible for the safe execution of the duties of their respective crew position. At any time during the flight, if the judgment or proficiency of the student should raise a question in the instructor's mind as to the student's ability to safely execute the duties of the aircrew position, the instructor will immediately take over these duties. The instructor should then explain and demonstrate the proper method of executing these duties. Instructors must be highly knowledgeable in PC-12/U-28A Tactics, Techniques, and Procedures (TTP) and governing AFIs to provide immediate instruction to any crew position concerning weapon system employment and regulatory and nonregulatory guidance. All instructors will place special emphasis on the procedures for positive identification of emergency conditions before initiating corrective action. In addition, instructors will place a high emphasis on the procedures for positive exchange of control; these procedures will be thoroughly briefed. (T-2)

1.3.10.6. Instructors who demonstrate deficiencies in their ability to instruct may be relieved of instructor duties. Commanders will take the necessary action to either retrain or remove those individuals from instructor status IAW Air Force or AFSOC directives. (T-2)

1.3.10.7. Individuals designated for instructor duty are authorized to instruct at all levels of qualification. Instructors are authorized to teach any event in which they are qualified and current unless specifically restricted. (T-2)

1.3.11. **Individual Aircrew Member Responsibilities.**

1.3.11.1. Upon PCS, hand carry career training folder and any other available training records to assist the gaining unit in assessing qualifications and training requirements. (T-3)

1.3.11.2. When attending a formal school course, hand carry a copy of ARMS Individual Data Summary, flying history report, individual training summary, aeronautical orders, aviation service worksheet, and any additional requirements set forth in the ETCA to the training squadron aviation resource management office or AFSOTC registrar. (T-3)

1.3.11.3. Complete training requirements and currencies within the guidelines of this instruction. (T-3)

1.3.11.4. Participate only in ground and flying activities for which they are qualified, current and adequately prepared. (T-3)

1.4. Aircrew Training Policy. The primary training method for PC-12/U-28 initial qualification, requalification, or upgrade training is attendance at an ETCA formal school. USAF policy dictates the use of formal schools unless attendance is impractical. The secondary method is in-unit training using applicable formal school courseware. Secondary method training (SMT) requires a waiver be submitted through appropriate channels per this instruction and approved by HQ AFSOC/A3T. (**Note:** Formal schools will not forward written examinations as part of the courseware for in-unit qualification training). AFRC/ANG units may accomplish upgrade in-unit without a waiver. Any aircrew member who was previously disenrolled from a formal ETCA course for substandard performance is ineligible for a secondary method training waiver. The unit is the primary source for formal training products. When specific formal courseware is not published, use of locally developed training syllabi is authorized. Units will forward all locally developed syllabi for in-unit training to HQ AFSOC/A3T for review and approval. All locally approved in-unit syllabi are posted on the HQ AFSOC/A3T web page. (T-3)

1.4.1. Secondary Method Training (SMT). Aircrew members (primary or supervisory) must complete SMT within 180 days from the date of their first ground training session or first flight, whichever occurs first. (T-3) Individuals will start training within 45 days of waiver approval. (T-3) Individuals unable to complete training within these limits may continue training; however, their units will notify HQ AFSOC/A3T with a description of the difficulty and expected completion date (not to exceed an additional 120 days). (T-3) If SMT is not completed by this date, any further extension requires HQ AFSOC/A3 approval. Commanders will ensure aircrew personnel engaged in qualification or requalification training complete their training in a timely and uninterrupted manner. (T-3)

1.4.1.1. Formal School Courseware Requests. For SMT, the waiver authority (per **Table 1.1**) will include the appropriate formal school as an addressee on all correspondence and will request that the formal school forward applicable courseware to the aircrew member's unit of assignment. (T-3) Courseware includes but is not limited to; the course syllabus, briefings, Computer Based Training (CBT) modules, student and instructor guides, and training guides and grade sheets for the student's training folder. The unit training office will verify the current version is used. (T-3)

1.4.1.2. Complete all academic, ground, and flight training outlined in the courseware. When the courseware is adapted for local use, modify it only if the training is incompatible with local training conditions (e.g., simulator not available).

1.4.1.3. AFSOC approved differences training may be conducted in unit without a waiver (see **Chapters 2** and **3**).

1.4.1.4. Units conducting training where a waiver is not required (i.e., complete training for restricted AF Form 8, *Certificate of Aircrew Qualification*, AFSOC approved differences training) will send a request for any applicable courseware through channels to HQ AFSOC/A3T, with an information copy to the appropriate formal school. (T-3)

Include unit point of contact (name, rank, office symbol, and telephone number) and the name and rank of the individual who will receive the training. (T-3)

1.4.2. Training Forms. Aircrew training records and forms will be established and maintained per **Chapter 6** of this instruction.

1.4.2.1. AF Form 4348, *USAF Aircrew Certifications,* will be used to document ground/flying training associated with mission qualification, and to document instructor certified and one-time/initial flying training events. The AF Form 4348 is maintained in the individual's Flight Evaluation Folder (FEF) per AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program.* (T-2)

1.4.2.2. The following forms aid management of aircrew training programs.

1.4.2.2.1. AF Form 4109, *SOF/CSAR Aircrew Training Record*, is used as the training record jacket to document in-unit qualification or upgrade of an aircrew member. It documents applicable ground training, special function training, part task training, cockpit procedures training, simulator training, and flying training accomplished by crew members.

1.4.2.2.2. AF Form 4110, *Comments – SOF/CSAR Training Record*, is used to document narrative comments on aircrew training activities.

1.4.2.2.3. AF Form 4111, *SOF/CSAR Training Record*, is used to list required proficiency levels (RPL), indicate events for training sortie completion, and to document demonstrated student task and subtask performance and knowledge proficiency levels. Units are authorized to overprint and reproduce AF Form 4111 for approved course syllabi. The number of training tasks in the appropriate training guide is a recommended minimum, which normally allows the student to achieve proficiency. It is neither intended to restrict the number of times the task must be accomplished nor restrict proficiency advancement.

1.4.2.3. For Weapons Instructor Course (WIC), prepare training records IAW United States Air Force Weapons School (USAFWS) guidance.

1.4.3. Aircrew Training While Duties Not Involving Flying (DNIF). Crew members whose status is DNIF may log ground training events, including simulator training, if the member's physical condition allows. Consult the AF Form 1042, *Medical Recommendation For Flying or Special Operational Duty,* to determine if the DNIF status includes ground training limitations. Contact the local Flight Surgeon Office for any required clarifications.

1.4.4. In-flight Supervision. Unless specifically directed, the unit commander determines the level of supervision necessary to accomplish required training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor may be required. The following personnel must be supervised by an instructor from a like crew position when performing aircrew duties: (T-2)

1.4.4.1. Noncurrent crew members.

1.4.4.2. Crew members in initial, difference, upgrade or requalification flying training.

1.4.4.3. Senior officers who have not completed initial qualification as outlined in **Chapter 2,** and as outlined in paragraph 1.7., of this instruction.

1.4.5. Cross Crew Position Training (CCPT). With unit commander, operations officer, or flight order authenticating official approval, instructors from one crew position may train crew members from a different crew position on specific skills/events in which both are qualified (as long as the instructor is current in that event) unless otherwise restricted in this volume. Flight evaluations must comply with requirements of AFI 11-2U-28, Vol 2, *U-28 Aircrew Evaluation Criteria.* (T-2

1.5. Service Commitments. Formal training, either primary or secondary method, conducted per this instruction may incur a service commitment IAW AFI 36-2107, *Active Duty Service Commitments (ADSC).* Reference the appropriate AFI for program specifics. Individuals will acknowledge the incurred SC by signing the appropriate **Service Commitment Acknowledgement Statement**, prior to entering training. The unit training officer will notify AFPC/DPSFO via the servicing military personnel flight (MPF) once training is complete. (T-2)

1.6. Waivers: HQ USAF/A3O is the waiver authority for training requirements specified in AFI 11-202V1, which has been delegated to HQ AFSOC/A3 for specific aircrew training events (case-by-case basis). These requirements currently include initial Crew Resource Management (CRM) training, initial Aircrew Flight Equipment and procedures training, Survival Evasion Resistance Escape (SERE), flight evaluations, and egress training (see AFI 11-202V1, for specific guidance). For case-by-case individual waivers for flight physical and physiological training currencies, HQ AFSOC/SGP and AFMSA/SG3PT are the respective waiver authorities. Some ground training items (e.g., small arms training, Law of Armed Conflict (LOAC), etc.) are tasked by other agencies. Reference the source instruction to determine the waiver authority in these cases. HQ AFSOC/A3 is the waiver authority for MDS-specific Volume 1 aircrew training requirements unless otherwise noted in this AFI.

Table 1.1. Processing of Waiver Requests.

Waiver requested by:	Waiver Authority	Forward request through:	Reply sent to:	Info copy sent to:
Any unit (for items required by AFI 11-202V1)	HQ USAF/A3O AFMOA/SG3PT HQ USAF/SG3	Group/DOT (OGV for AFRC) to NAF/A3 (if applicable) to AFSOC/A3T to AFSOC/A3	Group/DOT (Group/OGV for AFRC)	See below
Active Duty unit	HQ AFSOC/A3T	Group/DOT to HQ AFSOC/A3T	Group/DOT	Requesting unit
AETC Formal School or AETC Unit	HQ AETC/A3F	Group/DOT to HQ 19 AF/A3FS to HQ AETC/A3F	Group/DOT	AETC Formal School HQ AFSOC/A3T HQ 19 AF/A3FS
AFRC unit	HQ AFRC/A3T	Group/OGV to 10 AF/DOT to HQ AFRC/A3T	Group/OGV	10 AF/DOT, HQ AFSOC/A3T, Requesting Unit

1.6.1. Waivers to the requirements of this instruction will be submitted via message, memo, fax, or e-mail through the group training office to the OG/CC, and then to the NAF/A3T or HQ AFSOC/A3T (as applicable), for approval, unless otherwise specified. (T-2) Group commanders are the delegated waiver authority for flying hour requirements and for ground

and flying training requirements as outlined below in **Paragraph 1.6.4** and **1.6.5**, this instruction. Groups will keep an accurate record of all waivers granted and notify HQ AFSOC/A3T, as appropriate, by message when such waivers or extensions are issued. (T-2)

1.6.1.1. Units will maintain waiver logs for one year. As a minimum, track the following information: (T-2)

1.6.1.1.1. Waiver type.

1.6.1.1.2. Approval authority.

1.6.1.1.3. Approval date.

1.6.1.1.4. Waiver number.

1.6.1.1.5. Waiver expiration date.

1.6.1.1.6. Copy of the signed waiver.

1.6.2. General Waiver Format. Name, grade, flying organization (assigned or attached), present crew position (including special mission qualifications), total flying time and primary aircraft assigned (PAA) time (including instructor, evaluator and PC-12/U-28A ATD time, if applicable) and justification, crew qualification to which member is qualifying or upgrading, scheduled training start date, expected upgrade or qualification date, date last event accomplished, remarks, and requesting unit point of contact (include name, rank, telephone number, and office symbol). Waiver format templates are available on the HQ AFSOC/A3T website, **https://www.afsoc.af.mil/milonly/a3t/A3T_home.htm**, or training Share Point website, <**https://eis.afsoc.af.mil/sites/a3/a3t/a3ta/default.aspx**>.

1.6.3. Units requesting waivers for SMT in-unit qualification, mission qualification, or upgrade of an aircrew member will send requests through appropriate channels to HQ AFSOC/A3T. Formal schools will forward current copies of courseware materials to units semiannually. Maintain copies of all waivers in the individual's training folder. If the training incurs an ADSC per **Paragraph 1.5**, this instruction, include the statement "Individual acknowledged receipt of ADSC by signing the AF Form 63, *Active Duty Service Commitment Acknowledgement Statement*, on <date AF Form 63 signed>. (T-2)

1.6.4. Operations Group commander or equivalent (e.g., CJSOAC/CC) may:

1.6.4.1. Waive 10% of the total and PAA hours required for upgrade in all crew positions, on an individual basis only. A copy of the waiver must be filed in the individual's training record. Students attending formal school will bring a waiver letter to the formal school for insertion into their training record. (T-2)

1.6.4.2. Extend ground training requirement due dates up to 2 months for Note 1 items in RTM, **Table 4.2** on an individual basis only (**Exception:** Items referenced in paragraph 1.6., this instruction, levied by other AFIs may not be waived by the OG unless specifically authorized to do so in the source AFI). These events may count towards the next periodic requirements (units should note on waiver when events were accomplished and the ARMS due date should be updated).

1.6.4.3. Extend due dates for the duration of an exercise, contingency or operational mission for RTM, **Table 4.2** events on an individual basis only if a crew member goes overdue while away from home station and the training is not available at the deployed

location (**Exception:** Items referenced in paragraph 1.6., this instruction, levied by other AFIs may not be waived by the OG unless specifically authorized to do so in the source AFI).

1.6.4.4. Waive all flying training requirements RTM, **Tables 4.3**, **4.4**, and **4.5**, except as otherwise noted, on an individual basis only. Wings/groups must keep an accurate record of waivers granted. Notify HQ AFSOC/A3T when waivers are issued. (T-2)

1.6.5. Unit commanders may carry new crew members as "mission ready" (MR) for up to 6 months if an aircrew member arrives at the unit after a permanent change of station (PCS) or formal school and is not MR in all core mission events. Units must notify HQ AFSOC/A3T of any OG extensions. (T-2) Under no circumstance will aircrew perform events in which they are not qualified unless under the direct supervision of an instructor. This policy does not apply to basic aircraft qualification events. If training is not complete in 6 months, the aircrew member becomes "non-mission ready" (NMR). Squadrons will have 6 months from the time a new core mission event is added, and AFSOC guidance issued to train and qualify aircrew in the new event. (T-2)

1.7. Senior Officer Flying/Supervisory Aircrew. See AFI 11-202V1 AFSOC Supplement; and AFI 11-401 *Aviation Management*.

1.8. Intra-command and Inter-command Transfer of Aircrews. For intra-command transfer of aircrew members, the gaining organization will honor validated training completed by newly assigned crew members prior to the transfer. (T-2) For inter-command transfer, certifications and qualifications should be accepted to the maximum extent practical, as long as training and evaluation standards are equivalent. The operations officer at the gaining unit should review the individual's career training folder and flight evaluation folder to determine which certifications and qualifications will be honored. Aircrew members qualified in the same MDS are considered qualified in that equipment throughout the force when used for the same mission. (T-2)

1.8.1. Permanent Change of Station (PCS) Screening. Losing units will screen individual flight and ground training records during unit out-processing. Accomplish this screening in sufficient time to correct discrepancies prior to PCS. Losing unit will provide a printed copy of current ground and flying training summaries to individuals prior to PCS. See AFI 11-401 for additional guidance. (T-3)

1.8.2. Instructor training and qualifications may be accepted at the discretion of the gaining unit commander.

1.9. Initial Cadre for Change of Equipment or Capability. Authorization to form initial cadre crews will be contained in the conversion program action directive. Unless otherwise stated in the program action directive, the following conditions will apply to management of initial cadre aircrew qualification for aircraft conversion:

1.9.1. A nucleus of instructor and flight examiner personnel (initial cadre) will be formed to begin aircrew training. Initial cadre will not be designated in a crew position higher than currently held; for example, HC-130P IP to HC-130J flight examiner. (T-2)

1.9.2. Units send proposed initial cadre list by name, rank, current crew position and aircraft, total flying time, and requested crew qualification level through channels to HQ AFSOC/A3 for approval.

1.9.2.1. Following final approval, publish a squadron letter to identify initial cadre instructors and flight examiners by aircraft and crew qualification and file in each cadre individual's FEF at Tab 2.

1.9.2.2. If a checkride was accomplished, enter appropriate comments in the remarks section of AF Form 8 explaining the individual's status as initial cadre instructor or flight examiner.

1.9.3. Initial cadre is not required for minor aircraft modifications when any required training for that modification is provided by the contractor and/or can easily be accomplished in-unit. Conduct differences training for the new equipment and log training on a Letter of Xs or Memo for Record (MFR). Crew members will not fly with new equipment until trained. (T-2)

1.10. Unit Aircrew Capability (DOC). Squadrons will maintain mission ready status on all primary aircrew members up to unit authorizations (N/A for USAFWS instructor aircrew members). **(T-3)** Commanders will train aircrews to meet capabilities specified in unit DOC statements. **(T-3)** Supervisory aircrew and staff members assigned above squadron level, which are in excess of the unit's mission requirements, will maintain mission ready, basic mission capable or basic aircraft qualification status, as required. (T-3) **Note:** To change from BMC to MR status a crew member will begin maintaining full MR flying currency. The unit commander may assign additional training, as desired. (T-3)

1.10.1. Commanders should not assign additional duties to first assignment "pipeline" (directly out of formal MDS training) crew members (officer and enlisted) for their first 6 months in the unit. First assignment crew members in any AFSOC weapon system should not normally be given an additional duty for the first 6 months in the unit. This policy allows pipeline students to learn the weapon system without distraction of an additional duty; however, first assignment senior personnel may be assigned additional duties.

1.10.2. Aircrew members will not perform long term duties that detract from the primary duties of training for or performing the unit flying mission. (T-3)

1.10.3. Air Combat Command (ACC) Currency Requirements. Permanent Party aircrew assigned to the 14 WPS USAFWS as instructors must maintain at least basic mission capable flying currency in the portions of the mission they will instruct. (T-3) Unit commanders may direct specific individuals to maintain only partial BMC qualifications. In such cases, the crew member will require only those currency items associated with this tailored qualification. (T-3) The individual's AF Form 8 will indicate applicable restrictions based on assignments of less than full mission qualification. (T-3) If 14 WPS crew members augment operational units, the gaining unit commander must be provided a detailed list of the individual's current training status. (T-3) The individual must comply with MR training requirements of the gaining unit or pursue applicable waivers through the operational unit's AFSOC/A3. (T-2) The gaining unit or AFSOC may levy additional requirements as desired. **Chapter 4** and the current RTM outline exceptions to continuation currency training requirements for these personnel. **Note:** For the purposes of this instruction, enlisted aircrew members assigned to the 14 WPS are not considered USAFWS instructors. (T-2)

1.11. Changes. Recommendations for improvement to this instruction are encouraged. Send recommendations to HQ AFSOC/A3T, through command channels, on an AF Form 847. AF/A3/5 is the approval authority for interim changes to this instruction.

1.11.1. AFSOC/A3 will determine training requirements for subordinate units. (T-2) AFI changes will be issued via revision, Interim Change (IC), or Administrative Change (AC) to this publication. (T-2) Due to dynamic requirements of Combatant Commanders, training requirements and currencies may be altered regularly. These training requirements and currency adjustments may be made via RTM. AFSOC/A3 will be an info addressee on all changes.   (T-2)

1.12. Deviations. This instruction does not authorize deviations from the flight manual or any other Air Force Instruction. Flight safety will be given prime consideration and must take precedence over the requirements and guidance of this instruction.

1.13. Publication Administration. This instruction is distributed to AFSOC, AFRC, AFSOC-gained units, and AFSOC related schools based on requirements established through the Air Force Publications Distribution Office (AFPDO). All aircrew members are authorized this instruction. Distribution to units, organizations, and individuals outside these commands or not associated with the MDS may be made upon specific request and justification.

1.13.1. Supplements. Forward all unit or AFSOC supplements to this instruction to HQ AFSOC/A3TA, who in turn will forward to USAF/A3O-AT for approval. Provide HQ AFSOC/A3TA, and applicable HQ AFSOC/A3T a copy of all approved supplements. If required by mission or location, units may supplement this instruction by coordinating with HQ AFSOC/A3T before publication.

Chapter 2

QUALIFICATION TRAINING

2.1. Overview. This chapter outlines the minimum requirements for Basic Aircraft Qualification (BAQ) training which may be completed via initial qualification, requalification, conversion, or differences training. Duties not directly related to qualification or requalification training should be minimized.

2.1.1. BAQ training is completed via the PC-12 initial qualification training (IQT) syllabus. Individuals transitioning from other aircraft or requalifying per requirements of **Paragraph 4.4.3**, this instruction, must complete the full PC-12 IQT course. (T-2)

2.1.2. Qualification training provides the training necessary to initially qualify crew members in a basic crew position and flying duties without regard to the unit's mission. Upon completion of qualification training, the crew member attains BAQ status. BAQ is a prerequisite for Mission Qualification Training (MQT).

2.1.3. Combat System Operators do not have a basic qualification and will be required to complete items in **Table 2.1**, prior to beginning mission qualification training. (T-2)

2.2. General Requirements. The primary method of initial qualification and requalification training is the appropriate formal training course listed in the ETCA. If no requalification course exists, conduct requalification using the initial qualification course. Completing the appropriate formal course satisfies the training requirements of this chapter. When attendance is not practical or quotas are not available, units may request secondary method in-unit qualification training waivers IAW **Paragraph 1.4.1**, this instruction. AFRC/ANG units may accomplish upgrade in-unit without a waiver. Any aircrew member who has previously failed to successfully complete the ETCA formal course for substandard performance will not be issued a secondary method training waiver. (T-2)

2.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus, the ETCA, AFI 11-202V1, and this instruction. The formal school Syllabus of Instruction (SOI) designates the course prerequisite approval authority.

2.4. Ground Training Requirements. All crew members must complete ground training requirements IAW **Table 2.1**, prior to the first flight. Events [G002] and [G045] are not required for Flight Surgeon, Medical Technician, or Combat Camera Aerial Photographers. See **Chapter 4** and the current *U-28A Ready Aircrew Program Tasking Memo (RTM)* for event descriptions.

Table 2.1. Basic Aircraft Qualification Ground Training Requirements.

Requirement	Reference	Event ID
Crew Resource Management (Initial)	AFI 11-202, Vol 1	G231
Aircrew Flight Equipment Familiarization	AFI 11-301, Vol 1	LL01
Emergency Egress Training	AFI 11-301, Vol 1	LL03
Flight Physical	AFI 48-123	None
Physiological Training	AFI 11-403	None
Local Area Survival	AFI 16-1301	SS01

Marshalling Exam	AFI 11-218	G002
Pilatus PC-12 Training Course*	AFI 11-2U-28, Vol 1	G045
Water Survival Training (S-V86-A or S-V90-A)	AFI 16-1301	SS31, SS32
Notes: See AFI 11-202V1, AFSOC Supplement, for Flight Surgeon, Medical Technician, and Combat Camera Aerial Photographer Training requirements. * Not required for Combat Systems Officers		

2.4.1. Written Examination. Open and closed book qualification examinations must be completed before the completion of basic qualification flying training. (T-3) Written examinations must satisfy the requirements of AFI 11-202, Vol 2 and MDS Vol 2. (T-2) When qualification training is completed by secondary method, the student will complete the appropriate group stan/eval or equivalent examination IAW AFI 11-202, Vol 2, paragraph 5.2.7. IAW AFI 11-202, Vol 2, paragraph 5.2.7.1, and paragraph 5.2.7.2, all requisites must be completed within the 6-month eligibility period prior to/encompassing the scheduled flight evaluation.

2.4.2. Emergency Egress Training, Non-Ejection [LL03]. All crew members and other personnel regularly flying on AFSOC aircraft will receive hands-on egress training in the aircraft prior to their first flight. See current RTM for further details.

2.4.3. Pilatus PC-12 Training Course (initial) [G045]. All pilots must complete the HQ AFSOC/A3T approved training course (or suitable alternative approved by HQ AFSOC/A3T) prior to their first flight. This course is designed to provide a baseline of knowledge on aircraft systems and performance, in addition to simulator events, before commencing formal USAF flight training. (T-2)

2.5. Flying Training Requirements. Satisfactorily completing the appropriate ETCA formal course satisfies the requirements of this section. Approved in-unit qualification training must be accomplished IAW applicable formal school courseware and the guidance below: (T-2)

2.5.1. Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, in-unit training sequences may be changed by the unit Operations Officer.

2.6. Basic Aircraft Qualification Conversion/Differences Training. Conversion training is normally associated with training between MDS (e.g., C-21 to C-130). Different training is conducted when training in a different series aircraft in the same mission design (e.g., C-130E to C-130H3). Use differences training when changing between same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course. Additionally, accomplish differences training when an aircraft is modified and any required training for that modification can easily be accomplished in-unit. BAQ difference training qualifies an aircrew member to be a basic crew member. The primary method for differences training is via completion of a formal school transition course (TX). If a TX course is not available, the alternate method is via in-unit ground and flight training IAW HQ AFSOC/A3T approved AF Form 4111, satisfactory completion of the qualification written open/closed examinations, and instructor certification on the AF Form 4348 for the new aircraft. Aircrew members entered into differences training will complete training within 180 days after the first flight of the training program. (T-2)

2.6.1. Differences training is required when being certified in an aircraft that is a different series, but the same mission and design. For the purposes of basic qualification training, the Series 9, Series 10, and Series 11 PC-12 are considered the same MDS and differences training is not required.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. Overview. This chapter establishes the minimum training requirements for completing mission qualification and requalification. Aircrew members completing mission qualification or requalification will meet the requirements of this chapter. Upon completion of mission qualification training, the crew member will be assigned either Basic Mission Capable (BMC) or Mission Ready (MR) status.

3.2. General Requirements. The primary method of mission qualification or requalification is to complete the appropriate formal training course listed in the ETCA. Completing the appropriate formal course satisfies the training requirements of this chapter. If no requalification course exists, conduct requalification using the initial mission qualification course. When attendance is not practical or quotas are not available, units may request waivers to conduct secondary method mission qualification training IAW **Paragraph 1.4.1**, this instruction, using formal school courseware. Any aircrew member who has previously failed to successfully complete the ETCA formal course for substandard performance will not be issued a SMT waiver (T-2). Units may supplement courseware to meet local requirements. Submit all courseware change requests to HQ AFSOC/A3T prior to implementation. (T-2)

3.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus, the ETCA, AFI 11-202V1, and this instruction. The formal school syllabus designates the course prerequisite approval authority.

3.3.1. This does not preclude simultaneous basic qualification and mission qualification training. Simultaneous/Concurrent Multiple-MDS qualification upgrades will not be accomplished.

3.3.2. If there is not a separate mission requalification course, aircrew members requalifying in the unit's mission will comply with the initial mission qualification course prerequisites. (T-2)

3.4. Ground Training Requirements. Complete all ground training in RTM **Table 3.1** as part of mission qualification training or prior to certifying individuals as mission ready. Completion of training will establish due dates for recurring ground training required in **Chapter 4**, this instruction, and the current RTM. Credit any training accomplished at a formal school. Qualified mission ready crew members transferred from other units require only unit specific mission ready training events or events that are due/overdue.

3.4.1. Academic Training. Complete all academic and ground training delineated in applicable courseware. If not included in the course syllabus, accomplish the minimum requirements listed in AFI 11-202V1 separately.

3.4.2. Written Examination. Open and closed book mission written examinations must be completed before the completion of mission qualification flying training. For SMT, Group Stan/Eval or equivalent examinations satisfy the requirement for formal school End of Course examinations. (T-2)

3.4.3. See AFI 11-202V1, AFSOCSUP, for Flight Surgeon (FS), Medical Technician, and Combat Camera Aerial Photographer Training requirements.

3.5. Flying Training Requirements. Satisfactorily completing the appropriate ETCA formal course satisfies the requirements of this section. Approved in-unit qualification training must be accomplished IAW applicable formal school courseware and the guidance below: (T-2)

   3.5.1. Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, in-unit training sequences may be changed by the unit operations officer.

   3.5.2. There should be minimum time lapse between training missions, and every effort should be made to complete mission qualification training requirements within the prescribed time period.

   3.5.3. Crew member requirements may be completed on training or operational missions under the supervision of an instructor in the same aircrew position. Comply with restrictions in AFI 11-2U-28V3.

3.6. Specific Mission Training Requirements. None.

Chapter 4

CONTINUATION TRAINING

4.1. General Requirements.

4.1.1. Requirements in this chapter satisfy the minimum flying and related ground training to maintain currency. Individual proficiency may require a greater number of events. The RTM contains all ground training and flying requirements tables and definitions.

4.1.2. Training requirements may be completed on any sortie if the accrediting criteria of this instruction are met. Sorties and events that are compatible may be credited on the same flight.

4.1.3. Aircrew members will not log continuation training requirements in events in which they are unqualified.

4.1.4. Training events accomplished on an evaluation or an instructor certification (that event) may be credited toward the individual's volume requirements.

4.1.5. Flying training events accomplished during formal training will use the course completion date (successful evaluation or certification date) to establish the due dates for all subsequent currency and requirements. Use actual dates for ground training.

4.1.6. Aircraft flying training requirements may be accomplished in an ATD as noted in RTM **Tables 4.3**, **4.4**, **and 4.5** An RTM issued by HQ AFSOC/A3T may permit ATD event logging in excess of RTM **Tables 4.3**, **4.4**, **and 4.5**

4.2. Training Levels (TL) The use of experience-based FTLs and Ground Training Levels (GTLs) allows the squadron commander to prioritize training resources. Aircrew members must meet the minimum criteria established in **Paragraph 4.2.1**, this instruction, and **Table 4.1**, before assignment to the respective training level. (T-2) FTL are not tied to flight hours for AFRC/ANG. When these minima are met, awarding a training level is at the sole discretion of the squadron commander. **Note:** The aircrew member's availability to fly should not be a factor in assigning a TL. (T-2)

4.2.1. FTLs are based on minimum primary aircraft assigned (PAA) time and total time per **Table 4.1** For basic qualification FTL, PAA time will include any variant of PC-12, U-28A, or ATD for pilots and the U-28A or ATD for CSOs.

4.2.1.1. FTL "A"-Highly experienced BAQ and/or MR aircrew members.

4.2.1.2. FTL "B"-Experienced BAQ and/or MR aircrew members.

4.2.1.3. FTL "C"-Inexperienced BAQ and MR aircrew members.

Table 4.1. Minimum FTL Hour Requirements (T-2).

Crew Position	FTL "A"	FTL "B"
	PAA/Total Hours	PAA/Total Hours
Pilot	500/2,000	200/1,500
Combat Systems Officer	500/1,500	300/1,000

4.2.2. Change of FTL. Once a semiannual period begins, personnel will not be moved to a level requiring fewer events until the next semiannual period. (T-3)

4.2.3. GTLs are based upon operational flying experience.

4.2.3.1. GTL "1"–Aircrew members with 5 years or greater of operational flying.

4.2.3.2. GTL "2"–Aircrew members with less than 5 years of operational flying.

4.3. Proration of Training Requirements. See AFI 11-202V1 and AFI 11-202V1, AFSOCSUP.

4.4. Recurrency and Requalification Training. Training is required whenever an aircrew member does not meet a currency requirement in this instruction. An aircrew member will not perform events unsupervised until training has been accomplished. (T-2)

4.4.1. Loss of Currency. Failure to accomplish events listed in continuation training RTM **Tables 4.2** through **4.5** results in a loss of currency for that event. Crew members are noncurrent the day after event currency expires, but may continue to fly with an instructor or flight examiner until recurrency is gained.

4.4.1.1. Loss of currency in any RTM **Table 4.3**, event results in loss of basic aircraft currency, except as noted. These individuals will fly under the supervision of an instructor or flight examiner on all sorties until recurrent. **(T-2)**

4.4.1.1.1. RTM **Table 4.3** currency requirements may be accomplished in either a PC-12, U-28A, or ATD. If basic training cycle currency is lost (failure to complete the requirements of RTM **Table 4.3**), it is lost for both aircraft. Lost basic training cycle currency may be regained in either aircraft or the ATD per RTM **Table 4.3** restrictions.

4.4.1.2. Loss of currency exceeding 6-months. Crew members noncurrent in designated BAQ events (RTM **Table 4.3,** Note 1 events) in excess of six months results in loss of BAQ. Crew members noncurrent in designated mission events (RTM **Table 4.4,** Note 1 events) in excess of six months results in loss of mission qualification.

4.4.2. Regaining Currency.

4.4.2.1. Only RTM **Tables 4.3**, and **4.4**, Note 1 events require an evaluation (unqualified) if loss of currency exceeds 6 months (see AFI 11-202, Vol 1). Other events require showing proficiency to an instructor in the aircraft or ATD to regain currency. If loss of currency exceeds 24 months in non-note 1 events, additional training will consist of ground and flight training as directed by the unit commander (T-3). A training folder must be opened for this additional training. (T-2)

4.4.2.2. Aircrew noncurrent in special mission events that only require an instructor certification (RTM **Table 4.5**) may regain currency by showing proficiency in that event to an instructor. Cross aircrew position recurrences must be approved by SQ/DO or flight order authenticating official. (T-3)

4.4.2.3. Aircrew noncurrent more than 24 months in special mission events (RTM **Table 4.5**) requiring an evaluation will complete all initial training and evaluation requirements for that special mission. (T-2)

4.4.3. Requalification Training. Crew members requiring requalification will accomplish training IAW AFI 11-202V1, applicable MAJCOM supplements, and **Chapters 2**, **3**, and **5,** of this instruction.

4.5. Ground Training. Ground training will be accomplished IAW the RTM **Table 4.2**, (PC-12/U-28A Ground Training Requirements). Crew members will comply with the time periods listed for their FTL/GTL. Conduct training IAW the referenced publications, notes in RTM **Table 4.2**, and the guidance below. The governing directive or RTM takes precedence over Chapter 4 requirements. If the AFI 11-2U-28, Vol 1, is also listed as a governing directive, the most restrictive guidance should be followed. (T-2)

4.5.1. Failure to Complete Ground Training Events. Make-up training should be accomplished at the earliest opportunity. The following apply when crew members exceed due dates for the RTM **Table 4.2** events.

4.5.1.1. Grounding items. Crew members will not perform flight duties until the grounding item is satisfied. (T-2)

4.5.1.2. Training status items. Crew members will not fly without instructor supervision. (T-2)

4.5.1.3. Mission Ready (MR) items. Failure to accomplish MR events in RTM **Table 4.2** results in non-mission ready status and the individual will not deploy as a crew member. (T-2)

4.5.2. Block Training. The parent Operations Group training office should establish and administer a centralized aircrew block training session. Block training should include all recurring ground training required to maintain readiness.

4.5.3. Ancillary training. This volume is not a comprehensive list of all ancillary training required by the DoD. Ancillary training parent instructions take precedence over this AFI for those training items.

4.5.4. Ground Training Events. See current *U-28A Ready Aircrew Program Tasking Memo (RTM)* for Ground Training Event definitions and requirements.

4.6. Flying Training.

4.6.1. All aircrew members who maintain BAQ, MR, or BMC must accomplish all applicable training requirements of RTM **Table 4.3** (BAQ), based on assigned FTL (A, B, or C). MR and BMC aircrew will also comply with the following: (T-2)

4.6.1.1. MR aircrew members will also accomplish applicable mission ready requirements from RTM **Tables 4.4 and 4.5** as designated in the RTM according to their mission qualification and FTL.

4.6.1.2. BMC aircrew members will also accomplish at least 50 percent of the applicable mission requirements from RTM **Tables 4.4 and 4.5** as designated in the RTM according to their assigned FTL.

4.6.1.3. Instructors and flight examiners may not log events performed by other crew members during instruction or evaluations.

4.6.2. Flying Training Events. See current *U-28A Ready Aircrew Program Tasking Memo (RTM)* for Flying Training Event definitions and requirements.

Chapter 5

UPGRADE TRAINING

5.1. Description. This chapter identifies general prerequisites and training requirements for upgrade. See minimum flying-hour requirements, prerequisites, and typical upgrade flow in **Table 5.1** The explanations of the designation codes are found in **Table 5.2** **Air Commando Pilot Designation Codes.**

5.1.1. General. The flying time prerequisites for upgrade are based on the pilot or CSO having gained the knowledge and judgment required to effectively accomplish the unit's missions. Crew members will have an in-depth knowledge of systems, procedures, and instructions before being considered for entry into the certification process or formal upgrade programs.

Table 5.1. Aircrew Qualification/Upgrade Prerequisites (T-2).

From	To	Course Prerequisites	Tasks and Events Required Before Certification	Notes
UP	FPN	UPT	PC-12 Initial Qualification Course	
FPN	MPQ	U-28 Differences Certification	U-28 Mission Pilot Qualification Course, Mission Evaluation	
MPQ	MPN	500 Total Flying Hours, 100 PC-12/U-28 Hours	Basic Aircraft Commander Upgrade, Spot Check, Squadron and Group Certification	
MPN	MP	1,000 Total Flying Hours, 200 U-28 Hours	Mission Aircraft Commander Upgrade, Mission Evaluation	
MP	IPN	1,000 Total Flying Hours, 400 PC-12/U-28 Hours	Basic Instruction Pilot Upgrade, Squadron and Group Certification	1
IPN	IP	1,500 Total Flying Hours, 400 U-28 Hours	Mission Instruction Pilot Upgrade	
IP	EP	SQ/CC Recommendation	Evaluator Pilot Upgrade, Squadron and Group Certification	
UN	MN	JSUNT	U-28 CSO Qualification Course, Mission Evaluation	
MN	IN	1,000 Total Flying Hours, 500 U-28 Hours	Instructor Combat Systems Officer Upgrade, Squadron and Group Certification	2
IN	EN	SQ/CC Recommendation	Evaluator Combat Systems Officer Upgrade, Squadron and Group Certification	

From	To	Course Prerequisites	Tasks and Events Required Before Certification	Notes
Notes:				
1. Previously qualified instructor pilots require only 200 PAA hours.				
2. Previously qualified instructors (Combat Systems Officer, Navigator, Electronic Warfare Officer, Fire Control Officer, or Weapons Systems Officer) only require 250 PAA hours.				

5.2. Air Commando Pilot Development (ACPD). The Air Commando Pilot Development program is a continuous upgrade process broken into six phases and replaces a traditional copilot and aircraft commander upgrade scheme. ACPD is not a formal student syllabus, rather the program provides a systematic way for pilots to chart a course for success in the U-28 and to develop experience, knowledge, and judgement for command of the unique and complex U-28 mission. Furthermore, the program addresses the use of PC-12 aircraft as a basic flying platform to facilitate upgrade and continuation training. This training should take, but is not limited to, approximately two years to reach MP. Training timelines are based on performance and are at the discretion of the Sq/CC. Additonally, they should be tailored to match an individual's capabilities, experience level, and maturity.

 5.2.1. Air Commando Pilot Development (ACPD) Overview.

  5.2.1.1. Typical pilot upgrade progression should be guided by the following programs, in this order: PC-12 Initial Qualification formal training course, Tactical and NVG Certification, U-28 Mission Pilot Qualification formal training course, Continuation Training, Basic Aircraft Commander (BAC) certification, Mission Aircraft Commander (MAC) formal training course. ACPD pilots must ensure they receive balanced exposure to the left and right seats to ensure proficiency and currency with flying and nonflying duties in both seat positions. (T-2) Pilots will work with their leadership to ensure they receive sufficient training to gain experience prior to Basic Aircraft Commander Certification and Mission Aircraft Commander Qualification. (T2)

  5.2.1.2. PC-12 Initial Qualification formal training course, Tactical and NVG Certification, and U-28 Mission Pilot Qualification formal training course will normally be accomplished prior to the pilot arriving at the operational unit.

  5.2.1.3. ACPD Continuation Training. This training involves classroom training/courses, simulator training, and flying training conducted during local and mission sorties. It is essential that the individual pilot take ownership of this training in order to progress throughout the U-28 upgrade process. Training includes, but is not limited to: Air Commando Baseline Course, Tactical Air Coordinator Qualification Course, Simulator Refresher Courses, Special Operations Planning Exercises, multilateral training exercises, aircrew proficiency sorties, mission proficiency sorties, and real world mission experience.

  5.2.1.4. Basic Aircraft Commander (BAC) Certification and Mission Aircraft Commander (MAC) formal courses are outlined in paragraph 5.3., this instruction.

  5.2.1.5. Aircrew Designation Codes. AFI 11-401 defines pilot aviation codes. For standardization, use the codes from **Table 5.2** (3rd letter designator distinguishes the

status for an ACPD pilot who completes the first phase of formal training with evaluation.)

Table 5.2. Air Commando Pilot Designation Codes.

If first two are "FP"		Qualified Pilot
And 3rd character is:	"N"	Qualified Non-Mission Pilot. This is used for the following: 1. Qualified PC-12 Pilot that is not Mission Qualified 2. Qualified U-28 Pilot that is not Mission Qualified 3. Qualifed PC-12 Pilot in U-28 MPIQ upgrade after U-28 Differences Certification
If first two are "MP"		Fully Qualified Mission Pilot
And 3rd character is:	"Q" "N"	Qualified Mission Pilot Non-Aircraft Commander Qualified Mission Pilot and Certified Basic Aircraft Commander Pilot in Command (PIC). PIC for basic/instructor certified flying events only
If "MP" only		Fully Qualified/Certified Basic and Mission Aircraft Commander
If first two are "IP"		Qualified Instructor Pilot
And 3rd character is:	"N"	Certified/Qualified Basic Instructor Non-Mission Instructor performing instruction on basic/instructor certified flying
If "IP" only		Fully Certified/Qualified Basic and Mission Instructor Pilot who is performing instruction on basic/instructor certified flying events AND/OR mission events
If "EP"		Fully Certified/Qualified Evaluator Pilot who is performing evaluator duties

5.2.1.6. All ACPD pilots will maintain qualification requirements according to AFI 112U28, Vol 2. ACPD pilots will be dual-seat qualified for all Basic and Instructor Certified flying events. ACPD pilots may occupy either seat during formal/continuation training in the PC-12/U-28A, unless specified by SOI. (T-2)

5.3. Aircraft Commander Certification. Commanders will consider experience, knowledge, and judgment when identifying candidates.

5.3.1. Basic Aircraft Commander Certification. Prerequisite flying time for basic aircraft commander certifications are based on pilots gaining the knowledge and judgment required to effectively accomplish the basic qualification training while in command of the PC-12/U-28A and is only one factor when considering upgrade candidates. Unit commanders will ensure continuation training programs emphasize these areas for their pilots.

5.3.1.1. At the discretion of the squadron commander, pilots who were previously qualified as aircraft commanders or 4 ship flight lead in another major weapon system (MWS) may be entered into upgrade training without meeting the PC-12/U-28A hours in **Table 5.1**

5.3.1.2. Once qualified, a basic aircraft commander may command a PC-12 or U-28A crew performing events in RTM **Table 4.3** All flying crew members must be current and qualified in any event performed.

5.3.2. Basic Aircraft Commander Certification Prerequisites. The prerequisite flying time levels in **Table 5.1** are based on pilots having gained the knowledge and judgment required to effectively accomplish the unit's mission. Flying experience should include left seat time prior to certification.

5.3.2.1. Unit commanders will personally review each aircraft commander candidate's qualifications and select aircraft commanders based on their background, experience, maturity, and ability to exercise CRM to lead a crew. The following characteristics must be considered: (T-3)

5.3.2.1.1. Leadership Ability. An aircraft commander's primary responsibility is to lead/manage a crew. An aircraft commander must have the ability to use CRM effectively and lead others.

5.3.2.1.2. Judgment. Aircraft commanders must possess judgment necessary to effectively handle emergencies, and the ability to exercise sound judgment through mature realization of their own limitations and those of the aircraft.

5.3.2.1.3. Technical Knowledge. The aircraft commander must be thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures, and the prohibited maneuvers and aircraft performance under all conditions of flight. Additionally, all aircraft commanders must be familiar with aviation management, flying training, and flying operations publications.

5.3.2.1.4. Flying Experience. Aircraft commanders must possess reasonable flying experience, to include desired standards of skill and proficiency in both the aircraft and assigned missions. Flying hours alone cannot be accepted as criteria for selection to aircraft commander.

5.3.3. Mission Aircraft Commander Upgrade. Prerequisite flying time levels for mission aircraft commander qualification are based on pilots gaining the knowledge and judgment required to effectively accomplish the unit's mission while in command of the U-28A. Unit commanders will ensure continuation training programs emphasize these areas.

5.3.3.1. Once qualified, a mission aircraft commander may command a U-28A crew performing all core mission events, and special mission events in which they are certified.

5.3.4. Mission Aircraft Commander Upgrade Prerequisites. The prerequisite flying time levels in **Table 5.1**, are based on pilots having gained the knowledge and judgment required to effectively accomplish the unit's mission. Flying experience should include left seat time prior to entering training. Candidates will also meet all prerequisites listed in the ETCA and the formal school SOI. (T-2)

5.3.4.1. Squadron commanders will consider combat/combat support deployments, special operations contingency operations, joint exercises and past experience on a case-by-case basis when selecting pilots for mission aircraft commander upgrade. (T-3)

5.4. Instructor Qualification. A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft mishap prevention.

5.4.1. Unit commanders will personally review each instructor candidate's qualifications and select instructors based on their background, experience, maturity, and ability to instruct. The following characteristics must be considered: (T-3)

5.4.1.1. Instructional Ability.   An instructor is a teacher and must understand the principles of instruction.

5.4.1.2. Judgment. Instructors must possess judgment necessary to meet unexpected or induced emergencies, and the ability to exercise sound judgment through mature realization of their own, their student's, and the aircraft's limitations.

5.4.1.3. Personal Qualities. The instructor must have patience, tact, understanding, and the desire to instruct others. Instructors must have a personality that inspires and wins respect of each student.

5.4.1.4. Technical Knowledge.   The instructor must be thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures, and the prohibited maneuvers and aircraft performance under all conditions of flight. Additionally, all instructors must be thoroughly familiar with aviation management, flying training, and flying operations publications.

5.4.1.5. Flying Experience. Instructors must possess reasonable flying experience to include desired standards of skill and proficiency in both the aircraft and assigned missions. Flying hours alone cannot be accepted as criteria for selection to instructor.

5.4.1.6. Tactical Experience. The instructor must be familiar with respective aircraft defensive systems and equipment. They must be familiar with how their MDS can be employed in threat areas. They must be familiar with Air Force Tactics, Techniques, and Procedures (AFTTP) applicable volumes.

5.4.2. Initial Candidates. All initial instructor upgrade candidates must be mission ready in their unit's mission for a minimum of 6 months, and meet the flying hour requirements identified in **Table 5.1**. (T-2**)**

5.4.2.1. Basic Instructor Pilot. The prerequisite flying time levels in **Table 5.1** are based on pilots having gained the knowledge and judgment required to effectively accomplish the unit's mission. Flying experience should include left seat time prior to entering training. Candidates will also meet all prerequisites listed in the ETCA and the formal school syllabus. Certification will be annotated on AF Form 4348. (T-2)

5.4.2.2. Mission Instructor Pilot. The prerequisite flying time levels in **Table 5.1** are based on pilots having gained the knowledge and judgment required to effectively accomplish the unit's mission. Flying experience should include left seat time prior to entering training. Candidates will also meet all prerequisites listed in the ETCA and the formal school syllabus. Certification will be annotated on AF Form 4348. **(T-2)**

5.4.2.3. Instructor Combat Systems Officer. Instructor CSO candidates must meet **Table 5.1**, requirements. Certification will be annotated on AF Form 4348. **(T-2)**

5.4.3. Ground and Flight Training Requirements. Before being designated an instructor, candidates will demonstrate to a flight examiner their ability to instruct and perform selected maneuvers/tasks and items according to applicable directives. In addition, all candidates will adhere to the following: (T-2)

5.4.3.1. Qualify in the applicable formal school instructor course for their crew position IAW the ETCA. If no formal school instructor course exists, conduct ground and flying training IAW the applicable MAJCOM syllabi/AF Form 4111. First time instructors must complete the Academic Instructor Training Course (AITC) or equivalent.

5.4.4. Instructor Requalification. See AFI 11-202V1 and applicable MAJCOM supplement.

5.4.5. Instructor Transfers. See AFI 11-202V1 and applicable MAJCOM supplement.

5.4.6. Crew Members Previously Qualified as USAF Aircrew Instructors. See AFI 11 202, Vol 1 and applicable MAJCOM supplement. With OG/CC approval, these crew members may upgrade in-unit without a secondary method training waiver. AFRC/ANG units do not require a waiver to conduct in-unit instructor upgrade training using formal school courseware. OG/CCs should take into consideration the previously qualified instructors' experience with AFSOC roles, missions, and Command and Control (C2). They must meet requirements of **Paragraph 5.3.2**, of this instruction. **(T-3)**

5.5. Flight Examiner Upgrade. Flight examiners are selected from the most qualified and competent instructors. Before being designated as a flight examiner, candidates will demonstrate satisfactory knowledge of command training and evaluation policies and procedures. (T-2) In addition, they will demonstrate the ability to administer an evaluation IAW AFI 11-2U-28, Vol 2. (T-2) Conduct initial training IAW MAJCOM approved AF Form 4111. Certification will be annotated on AF Form 4348. (T-3)

5.6. Special Mission Qualifications and Certifications. The commander will select aircrew members qualified in the unit's mission to maintain additional special qualifications and certifications. A flight evaluation is required for Special Mission Qualifications, while certifications are gained IAW **Paragraph 5.7**, this instruction. Special mission events are not considered core mission events and are not required for mission ready status. Instructors are authorized to teach any special qualifications in which they are qualified and current unless specifically restricted. (T-3)

5.7. Instructor Certified Events. Events that require instructor certification on the AF Form 4348 and the crew positions that require certification are listed below. These events may be taught at the formal school as part of mission qualification training. Formal school instructors will make AF Form 4348 entries for all training completed during mission qualification. Instructors are authorized to teach any event in which they are certified and current unless specifically restricted. Complete training IAW MAJCOM approved AF Form 4111 and the guidance on the current RTM. (T-3)

Table 5.3. Instructor Certified Events (ICE).

INSTRUCTOR CERTIFIED EVENT	CREW POSITIONS	NOTES
Tactical NVG Certification	All	2
Differences Training	All	
Hot Gas Operations	All	1
Notes:		
1. Any instructor can certify any aircrew member for this event.		
2. Tactical NVG certifications apply to all pilots. NVG certifications apply to all pilots in addition to CSOs certified for Hot Gas Operations.		

5.7.1. Tactical Night Vision Goggle Certification.   All pilots will complete HQ AFSOC/A3T-approved PC-12 Tactical and Night Vision Goggle Certification syllabus prior to being certified to perform Tactical and NVG operations. All crew members will complete Initial/Refresher Night Vision Goggle Training [VV01] IAW AFI 11-202V1, prior to performing NVG operations.

5.7.2. Differences Training. All crew members will complete HQ AFSOC/A3T-approved differences training on all significant aircraft modifications.

5.7.3. Hot Gas Operations. All crew members will complete HQ AFSOC/A3T-approved Hot Gas Certification syllabus prior to being certified to perform Hot Gas Operations.

Chapter 6

INFORMATION COLLECTION, RECORDS, AND FORMS

6.1. Information Collections. No information collections are created by this publication.

6.2. Records. The program records created as a result of the processes prescribed in this publication are maintained in accordance with AFMAN 33-363 and disposed of in accordance with the Air Force Records Disposition Schedule (AF RDS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**.

BURTON M. FIELD, Lt Gen, USAF
DCS, Operations, Plans and Requirements

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DoDI 7730.57, *Aviation Incentive Pays and Continuation Bonus Program*,
12 August 2008

AFPD 10-9, *Lead Command Designation and Responsibilities for Weapon Systems*,
8 March 2007

AFPD 11-2, *Aircraft Rules and Procedures*, 14 January 2005

AFPD 11-4, *Aviation Service*, 01 September 2004

AFI 10-2501, *Air Force Emergency Management Program Planning and Operations*,
24 January 2007

AFI 11-2U-28V2, *U-28 Aircrew Evaluation Criteria*, 11 April 2008

AFI 11-2U-28V3, *U-28 Operations Procedures*, 6 November 2012

AFI 11-202V1, *Aircrew Training*, 17 May 2007

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, 08 December 2006

AFI 11-202V3, *General Flight Rules*, 05 April 2006

AFI 11-214, *Air Operations Rules and Procedures*, 14 August 2012

AFI 11-218, *Aircraft Operations and Movement on the Ground*, 28 October 2011

AFI 11-235, *Forward Area Refueling Point (FARP) Operations*, 15 December 2000

AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 11 April 2001

AFI 11-301V1, *Aircrew Flight Equipment (AFE)Program*, 25 February 2009

AFI 11-301V1, AFSOCSUP, *Aircrew Life Support (ALS) Program*, 01 July 2003

AFI 11-401, *Aviation Management*, 07 March 2007

AFI 11-403 *Aerospace Physiological Training Program*, 20 February 2001

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*, 21 June 2010

AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*,
06 September 2006

AFI 31-117, *Arming and Use of Force by Air Force Personnel*, 29 June 2012

AFI 33-332, *Privacy Act Program*, 16 May 2011

AFI 33-360, *Publications and Forms Management*, 18 May 2006

AFI 36-2107, *Active Duty Service Commitments (ADSC)*, 30 April 2012

AFI 36-2201, *Air Force Training Program*, 15 September 2010

AFI 36-2226, *Combat Arms Program*, 24 February 2009

AFI 36-2644, *Self Aid and Buddy Care Training*, 02 April 2012

AFI 41-210, *Tricare Operations and Patient Administration Functions*, 06 June 2012

AFI 48-123, *Medical Examinations and Standards*, 24 September 2009

AFI 90-201, *The Air Force Inspection System*, 23 March 2012

AFI 91-202, *The US Air Force Mishap Prevention Program*, 05 August 2011

AFMAN 11-210, *Instrument Refresher Program (IRP)*, 03 February 2005

AFMAN 11-217V1, *Instrument Flight Procedures*, 22 October 2010

AFMAN 11-217V2, *Visual Flight Procedures*, 22 October 2010

AFMAN 24-204(I), *Preparing Hazardous Materials For Military Air Shipments*, 1 September 2009

AFMAN 33-363, *Management of Records*, 1 March 2008

AFMAN 36-2227V1, *Combat Arms Training Programs Individual Use Weapons*, 21 May 2004

AFCAT 21-209V1, *Ground Munitions*, 9 November 2007

AFSOCI 11-207, *AFSOC Tactics Program*, 01 August 2005

ETCA, *Education Training Course Announcements*

NORADI 10-41, *Wartime Safe Passage of Friendly Military Aircraft*, 01 February 2008

Adopted Forms

AF Form 4109, *SOF/CSAR Aircrew Training Record*

AF Form 4110, *Comments SOF/CSAR Training Record*

AF Form 4111, *SOF/CSAR Training Record*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 63, *Active Duty Service Commitment Acknowledgement Statement*,

AETC Form 73, *Aircrew Training Narratives*

AETC Form 74, *Aircrew Training Sortie Maneuver Grades*

AETC Form 75, *Aircrew Ground Training Summary*

AF Form 623, *Individual Training Record*

AF Form 847, *Recommendation for Change of Publication*

AF Form 1042, *Medical Recommendations for Flying or Special Operational Duty*,

AF Form 1256, *Certificate of Training*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

AF Form 3933, *MAJCOM Mission Training Request*

AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*

AF Form 4348, *USAF Aircrew Certifications*

Abbreviations and Acronyms

AC—Aircraft Commander

AC—Administrative Change

ACC—Air Combat Command

ACPD—Air Commando Pilot Development

ADSC—Active Duty Service Commitment

AETC—Air Education and Training Command

AF—Air Force

AFCAT—Air Force Catalog

AFE—Aircrew Flight Equipment

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPC—Air Force Personnel Center

AFPD—Air Force Policy Directive

AFPDO—Publications Distribution Office

AFRIMS—Air Force Records Information Management System

AFRC—Air Force Reserve Command

AFSC—Air Force Specialty Code

AFSOC—Air Force Special Operations Command

AFSOCI—Air Force Special Operations Command Instruction

AFSOF—Air Force Special Operations Forces

AFSOTC—Air Force Special Operations Training Center

AFTL—Air Force Task List

AFTTP—Air Force Tactics, Techniques, and Procedures

AITC—Academic Instructor Training Course

ANG—Air National Guard

API—Aircrew Position Indicators

APS—Aircrew Proficiency Sortie

ARC—Air Reserve Component

ARMS—Aviation Resource Management System

ATC—Air Traffic Control

ATD—Aircrew Training Device

ATS—Aircrew Training System

BAC—Basic Aircraft Commander

BAI—Backup Aircraft Inventory

BAQ—Basic Aircraft Qualification

BDHI—Bearing Distance Heading Indicator

BMC—Basic Mission Capable

C2—Command & Control

CAS—Close Air Support

CBRNE—Chemical, Biological, Radiological, Nuclear, and High-yield Explosive

CBT—Computer Based Training

CC—Commander

CCPT—Cross Crew Position Training

CFETP—Career Field Education and Training Plan

CJSOAC—Combined Joint Special Operations Air Component

CLM—Course Lesson Map

CMP—Combat Mission Profile

CMT—Combat Mission Training

CP—Copilot

CPT—Cockpit Procedures Trainer

CRM—Crew Resource Management

CSAF—Chief of Staff Air Force

CSAR—Combat Search and Rescue

CSI—Contingency SERE Indoctrination

CSO—Combat System Operators

CSPT—Cryptologic Skills Proficiency Test

d—Days

DO—Director of Operations

DOC—Designed Operational Capability

DoD—Department of Defense

DOT—Director of Operations Training

DNIF—Duty Not Involving Flying

DRU—Direct Reporting Unit

EPT—Emergency Parachute Training

ETCA—Education and Training Course Announcements

EV—Evaluation

FAIP—First Assignment Instructor Pilot

FAR—Federal Air Regulations

FCF—Functional Check Flight

FCG—Foreign Clearance Guide

FCO—Fire Control Officer

FCR—Formal Course Reviews

FEF—Flight Evaluation Folder

FHP—Flying Hour Program

FIP—Flight Instructor Preparatory

FLIP—Flight Information Publication

FM—Financial Management

FOA—Field Operating Agency

FP—First Pilot

FS—Flight Surgeon

FTL—Flying Training Level

FTU—Field Training Unit

GM—Guidance Memorandum

GT—Ground Training

GTL—Ground Training Level

HQ—Headquarters

I—Instrument

IAW—In Accordance With

IC—Interim Change

ICAO—International Civil Aviation Organization

ID—Identification

IFF/SIF—Identification Friend or Foe/Selective Identification Feature

IMT—Information Management Tool

IP—Instructor Pilot

IQT—Initial Qualification Training

IRC—Instrument Refresher Course

ISOPREP—Isolated Personnel Report

JMETL—Joint Mission Essential Task List

LOAC—Law of Armed Conflict

LOC—Line of Communication

LPS—Local Proficiency Sortie

M—Mission

m—Months

MAC—Mission Aircraft Commander

MAJCOM—Major Command

MAP—Missed Approach Point

MDS—Mission Design Series

MET—Mission Essential Task

METL—Mission Essential Task List

MFR—Memorandum for Record

MICT—Management Internal Control Toolset

MIF—Maneuver Item File

MOA—Memorandum of Agreement

MOST—Mission Oriented Simulator Training

MP—Mission Pilot

MPD—Mobility Pilot Development

MPE—Military Personnel Element

MPF—Military Personnel Flight

MQT—Mission Qualification Training

MR—Mission Ready

MWS—Major Weapon System

MX—Maintenance

N—Night

NAF—Numbered Air Force

NBCC—Nuclear, Biological, Chemical, and Conventional

NCO—Noncommissioned Officer

NCOIC—Noncommissioned Officer In Charge

NDB—NonDirectional Beacon

NLT—No Later Than

NMR—Non-Mission Ready

NOTAMS—Notice to Airman

NVG—Night Vision Goggles

OG—Operations Group

OJT—On-the-Job Training

OPR—Office of Primary Responsibility

OSA—Operational Support Aircraft

OSS—Operations Support Squadron

P—Pilot

PAA—Primary Aircraft Assigned

PCS—Permanent Change of Station

PDS—Personnel Data System

PFT—Programmed Flying Training

PMAI—Primary Mission Aircraft Inventory

POC—Point of Contact

PQP—Prior Qualified Pilot

PTT—Part Task Trainer

Q—Quarter

RAP—Ready Aircrew Program

RDS—Records Disposition Schedule

RPL—Required Proficiency Level

RTM—RAP Tasking Memorandum

SABC—Self-Air/Buddy Care

SAM—Surface-to-Air Missile

SARP—Standards and Recommended Practices

SERE—Survival Evasion Resistance Escape

SIM—Simulator

SKA—Skills, Knowledge, and Attitudes

SMT—Secondary Method Training

SOF—Special Operations Forces

SOI—Syllabus of Instruction

SOS—Special Operations Squadron

SOSS—Special Operational Support Squadron

SOW—Special Operations Wing

STAN/EVAL—Standardization and Evaluation

Sup—Supplement

T—Transition

TCCC—Tactical Combat Casualty Care

TL—Training Level

TMS—Tactical Mission Sortie

T.O.—Technical Order

TOT—Time Over Target

TQT—Task Qualification Training

TTP—Tactics, Techniques, and Procedures

TX—Transition Course

UHT—Undergraduate Helicopter Training

UPT—Undergraduate Pilot Training

USAF—United States Air Force

USAFWS—United States Air Force Weapons School

USSOCOM—United States Special Operations Command

VFR—Visual Flight Rules

VHF—Very High Frequency

VOR—VHF Omnidirectional Range navigation system

VTRAT—Visual Threat Recognition and Avoidance Trainer

WIC—Weapons Instructor Course

WST—Weapon System Trainer

WX—Weather

Terms

Backup Aircraft Inventory (BAI)—Aircraft assigned to a unit to assist in maintaining readiness. Aircraft designated as BAI assets do not receive funding or manning consideration.

Basic Aircraft Qualification Aircrew Member—An aircrew member who has satisfactorily completed qualification training in the basic aircrew position and maintains aircraft currency IAW this instruction.

Basic Mission Capable Aircrew Member—An aircrew member who has satisfactorily completed mission qualification and is maintaining 50 percent of the applicable mission qualification currency requirements of this instruction. Basic mission capable crew members may perform primary crew duties on any unilateral training mission. For other missions, the unit commander must determine the readiness of each basic mission capable crew member to perform primary crew duties.

Calendar Month—Requirements are due once per month and not necessarily associated with a 30/60 day requirement. For example, an aircrew member could accomplish the event on 1 February and then on 31 March the following month and still fulfill the requirement.

Conversion Training—Training is normally associated with a unit conversion to another MDS. Conversion training requires completion of a formal school initial qualification course. For unit conversions, when formal school courses are not available to handle the throughput, MAJCOMs will develop, and coordinate with the training command, in-unit training plans that maximize use of highly experienced personnel as the initial cadre.

Core Mission Events—A crew member must be qualified in all core mission events to be considered Mission Ready (MR) or Mission Capable (MC). To determine how non-currency in any core mission event affects overall mission currency, refer to the aircraft's Mission Ready Flying Requirements Table (RTM **Table 4.4**). Loss of qualification in any core mission event results in loss of overall mission qualification. A core mission event will be considered an instructor certified event when it is not required to be evaluated on the Initial Mission Evaluation. Squadrons will maintain at least 100 percent of their required manning as MR. AFSOC unit CC/DO will determine the status/qualification of crew members in excess of 100 percent manning requirement.

Difference Training—Training accomplished when changing between same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course.

Dual Qualified—A crew member who is qualified in more than one position in the same MDS.

Event—A training item to be accomplished. Multiple events may be completed and logged during a sortie unless specifically excluded elsewhere in this instruction.

Formal School Courseware—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, instructor guides, and AF Form 4111, *Individual Mission Grade Record*, related to the specific course.

Formation Operations—Accomplish IAW applicable volume(s) of AFSOCI 11-202, AFI 11-2U-28V3, T.O. 1-1C-1-20, and T.O. 1-1C-1-29. AFSOC guidance will never be less restrictive than the formation definitions found in AFI 11-202V3, "Formation Flight", "Nonstandard Formation", and "Standard Formation". Formation operations place all aircraft in a critical phase of flight which requires constant vigilance, strict discipline, and polished crew

coordination for mission accomplishment. Training will ensure aircrew can think and plan for multiple aircraft instead of single ship operations.

Instructor Certified Events—Training given to an aircrew member that requires an instructor to certify the student's attainment of the required proficiency and knowledge levels as specified in courseware and, if appropriate, AF Form 4111. Instructor certified events are documented in AF Form 4348.

Mission Design and Series (MDS) for Aircraft—The official designation for aerospace vehicles used to represent a specific category of aerospace vehicles for operations, support, and documentation purposes.

Mission Essential Task List (METL)—Combat-oriented training requirements. All AFSOC aircrew training requirements should be in support of unit METLs.

Mission Events—The squadron Doctrinal (DOC) Statement defines required crew capabilities. These capabilities/tactics/events can be categorized as either Core or Special Mission.

Mission Oriented Simulator Training—Training conducted in a WST or MRD that incorporates a full mission profile. The focus of this training should be crew coordination and problem solving.

Mission Ready Aircrew Member—An aircrew member who has satisfactorily completed mission qualification and is maintaining all of the applicable mission qualification currency requirements of this instruction.

Multiple Qualification—A crew member who is qualified in more than one MDS.

Primary Mission Aircraft Inventory (PMAI)—Aircraft assigned to a unit for performance of its wartime mission. PMAI forms the basis for the allocation of operating resources to include manpower, support equipment, and funding of flying hours.

Special Mission Events—Some MR/MC crew members will carry additional qualifications in special mission events. Unit CC/DO will determine which crew members will be qualified in special mission events. Unit CC/DO will determine if special mission events have affected C-rating and report variations through Status Of Resources and Training Systems (SORTS). Special mission requirements are also shown in RTM **Table 4.4**

Total Flying Time—Total time for all aircraft flown in military service to include student time. Time accumulated must be in the aircrew member's current rating (i.e., pilot, navigator, etc.).

Training Cycle—A training period of time (i.e., quarterly, semiannually, annually).

Training Status—A deficient status in which a crew member must fly under the supervision of an instructor when occupying a primary crew position. Once deficient items are corrected, the crew member is removed from training status.

Volume—For the purposes of this instruction, volume refers to the number of events an aircrew member must accomplish in a given period of time (i.e., quarterly or semiannually).